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THE HONGKONG DISPENSARY.

Hongkong, 8th October, 1909.

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The Daily Press.

HONGKONG, OCTOBER 13TH, 1909.

The telegram which explains the recall of Mr. CRANE when he was on the point of embarking at San Francisco for China to take up the post of United States Minister to Peking, is unmistakable confirmation of the rumour that the United States Government entertains serious objections to the Agreement concluded five weeks ago between Japan and China regarding Manchuria. We are not acquainted with the nature of the statement alleged to have been made by Mr. CRANE at Chicago, but we may venture to draw from this morning's telegram the conclusion that the cables which have been reaching Japan within the last few weeks are based on the offending utterance attributed to the new Minister. One telegram dated from San Francisco, September 28th says: "The United States Government is reported to be actively engaged in preparing a protest to the Japanese Government regarding the new Manchurian agreement between Japan and China. The United States Government is taking this action in support of the principle of the 'open door,' based on the treaty signed by the late Mr. HAY ten years ago. The United States Government is now engaged in collecting the necessary information from Tokyo and Peking to form the basis of the protest." Evidently this was information not intended for the ears of Japan just yet, for it appears the Government of the United States, before making representations to Japan desired the new Minister to sound the Ministers of

other Powers at Peking with a view to ensuring the support of at least a majority of the Great Powers which accepted the Open Door policy. We gather from the statements published in America that the Government has strong objection to Articles III. and IV. in the Agreement, granting to Japan mining concessions which are held to defeat the principle of the "open door" that all principal Powers have definitely undertaken to maintain. By Article III. the Chinese Government recognises the right of the Japanese Government to work the coal mines at Fushun and Yventai, and the Japanese Government on their part undertake to respect the full sovereignty of China and pay to the Chinese Government a tax on the coal produced in those mines. If the Powers have any objection to this particular article, it ought to have been raised three years ago, for "all coal mines" in the regions of the railway were definitely ceded to Japan by the Portsmouth Treaty, and the new Agreement simply requires an acknowledgment of Chinese sovereignty by the payment of a royalty on the coals taken out of the mines. Article IV. is more open to question. It reads: "All mines along the Antung-Manchurian Railway and the main line of the South Manchurian Railway, excepting those at Fushun and Yventai, shall be exploited as joint enterprises of Japanese and Chinese subjects upon the general principles which the Viceroy of the Eastern Three Provinces and the Governor of Shingking Province agreed upon with the Japanese Consul-General in 1907." How far these "general principles" may mitigate this clear infringement of the Open Door policy we are unable to say, as the document in question has not been published with the Treaty. But America has a special grievance. It appears that during Mr. ROOR's term of office as Secretary of State, memoranda were exchanged between him and BARON TAKAHIRA, then Japanese Minister at Washington, by which the Japanese Government engaged itself not to take any action which conflicted with the principle of the "open door" without first consulting the United States. The exclusion of all foreign mining enterprise within the railway zone would clearly defeat the principle of the open door in Manchuria and form a legitimate ground for protest by the Powers. We may presume Japan's reply would be that the Agreement does not conflict with the Open-Door principle, for only on that ground can Japan excuse her neglect to consult the Government of the United States in accordance with the terms of BARON TAKAHIRA's memorandum. Therefore, Japan's explanation of the situation will be awaited with much interest.

A cashier in the Yokohama Specie Bank at Antung is alleged to have absconded with 45,000 yen belonging to the Bank.

According to the latest returns of the cholera epidemic in Korea there had been 773 cases, of which 501 had proved fatal.

Mr. J. Bribosia, the Belgian Consul in Hongkong, shortly goes to Seoul as Consul-General at the Korean capital.

The return of visitors to the City Hall Library for the week ending the 10th October, 1909:—Library, non-Chinese 390, and Chinese 202. Total 592.

Three shopkeepers whom Inspector Gourlay charged before Mr. F. A. Hazeland at the Magistracy yesterday with retailing goods with unjust scales were fined \$35, \$20 and \$15 apiece.

At the Magistracy yesterday before Mr. J. R. Wood, the owner of a small native vessel, who was presented by the master of the s.s. *Empress of Japan* for dumping cinders into the harbour, was fined \$50.

For stealing a basket containing five fowls from Shaukiwan West, Mr. F. A. Hazeland at the Magistracy yesterday sentenced a coolie to three weeks' imprisonment with hard labour and six hours' stocks.

Singapore amateurs are busy rehearsing "Under the Red Robe," a romantic comedy, adapted from Stanley Weyman's well-known novel, which proved such a success when produced at the Haymarket Theatre.

The typhoon warning quoted below was received from the Manila Observatory at 9.30 a.m. yesterday:—Cyclone or Typhoon W. of the Southern Ladrones or Mariana Islands, moving N. W.

News has reached Yokohama of the death in Paris of Madame E. Flayelle, wife of the French Consul at that port. She died under an operation at the Pasteur Institute. Madame Flayelle, who was only 34 years of age, leaves four children. Mr. Flayelle has recently been appointed Consul at Moulins.

Rather unexpectedly a meeting of the Legislative Council is called for Thursday afternoon. It was understood at the last meeting that the next would not be called for a fortnight in order to give unofficial members an opportunity of considering the Estimates, yet the second reading of the Appropriation Bill is set down for to-morrow. Surely there is a misunderstanding somewhere.

Mr. F. A. Hazeland learned at the Magistracy yesterday that it is too much trouble for Peak chair coolies, a that in scorching heat pouring rain, to attach the coolies to their chairs. As the result of complaints to the police, twenty-four chair bearers were charged before his Worship, and each man was fined \$1.

Two natives appeared before Mr. F. A. Hazeland at the Magistracy yesterday on charges of contravening the provisions of the Arms Ordinance. One defendant, who was in possession of a rusty revolver and 107 rounds of ammunition without a licence, was fined \$25 or one month's imprisonment, and a similar sentence was passed on the other defendant, who claimed 76 rounds of ammunition which the police seized.

Mr. P. M. G. de Galemert, on return from leave, has been appointed Commissioner of Customs at Lappa. Among other recent appointments are Mr. A. Sutherland, examiner, to Amoy; Mr. W. A. Barlow-Wheeler, examiner, to Swatow. Mr. R. M. Talbot, indoor assistant at Canton, is transferred to Peking. Transfers among the outdoor staff include: Acting boat officer E. T. Young from Amoy to Kowloon; T. H. Smith, acting boat officer, from Canton to Kiaoohow, and J. Wacker, examiner, from Canton to Kiaoohow.

ALLEGED LARCENY AS A
BAILEE.DEFENDANT SAID HE WAS "DAZED
WITH WHISKY."

Before Mr. J. R. Wood at the Magistracy yesterday a master mariner named Rankin, unemployed, was indicted on the charge of stealing \$100 as a bailee.

A shroff employed at the Oriental Hotel stated that he received the \$100 note on August 21st, and made out a receipt in the name of John Smith. On the following day the defendant went and drew \$20, and had the name of John Smith removed from the receipt and his own name substituted. On the 23rd and 24th August, or thereabouts, the defendant drew other amounts until the whole \$100 was paid him. When the last payment was made the defendant, instead of returning the original receipt, handed witness the receipt produced.

Defendant (to witness)—If the receipt was made out in the name of John Smith, why was the money paid to me without Smith being there?

His Worship—Did you receive the money?
Defendant—I received the first \$20 to get the complainant's ring out of pawn. It was purely and simply a drunk from beginning to end—a big drunk for everyone of us, and nothing else.

His Worship—Do you deny that you received \$20 and \$15 later on?

Defendant—I could not tell you whether I received it or not. I don't know.

His Worship (to witness)—When you paid these amounts of \$20 and \$15 was the defendant sober or drunk?

Witness—He was sober.

Defendant—I know nothing about it. I couldn't have been sober, and if I went up for the money it must have been at the instigation of the complainant; otherwise I shouldn't have gone.

John Smith, master mariner, said he gave the defendant a \$100 note in the Stag Hotel on August 21st. While having a few drinks together witness drew the \$100 from his pocket, and the defendant told him he should put it behind the bar for security. Witness thought it was a good idea, and defendant offered to do it for him. On the money being handed to defendant he suggested that they should go to the Oriental Hotel. They went, had more drinks, and the defendant placed the \$100 bill with the shroff, but after that drew it all in instalments. Later, when complainant met the defendant he told him he was penniless.

His Worship—Were you not troubled with the police at that time?

Complainant—No. Proceeding, witness said he again met the defendant in the Stag Hotel, when the latter got his ring out of pawn. Witness asked defendant for his money and Captain Rankin said he would see him later.

Complainant was then obliged to go into hospital, and did not see the defendant after wards, but he reported the matter to the police.

In reply to the defendant, witness said that his ring was taken out of pawn on the 22nd or 23rd August. Witness met defendant that morning in the Stag Hotel.

His Worship—You pawned the ring on that morning?

Complainant—Yes, for the second time.

His Worship—The defendant says you were drunk all the time; is that so?

Complainant—No.

His Worship (to defendant)—Did you draw this money?

Defendant—I cannot tell you. For ten days I was dazed with whisky. I can vouch that I lost the paper the shroff gave me with a lot of my own papers.

His Worship—Why did you draw the first \$20?

Defendant—At the instigation of the defendant to get his ring.

His Worship—What is your calling?

Defendant—A sailor.

His Worship—What was your last ship?

Defendant—The *Tak Hing*.

His Worship—When were you on that?

Defendant—About ten months ago.

His Worship—Have you any ship since?

Defendant—No.

His Worship—How do you earn your living?

Defendant—I am being kept here by someone.

His Worship said he would consider the case, and adjourned the hearing until to-day.

TELEGRAMS.

[Protected by the Telegraphic Message
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DAILY PRESS"]

MR. CRANE'S RECALL.

AMERICAN AMBASSADOR'S REPORTED
UNFORTUNATE UTTERANCE.

LONDON, October 12th.

It is stated in Washington that the recall of Mr. Crane was due to developments involving the question of his fitness for the post. The State Department learns that Mr. Crane was responsible for the publication in Chicago of what the Department considers an indiscreet discussion of America's attitude with regard to the Sino-Japanese treaties. Moreover, America's attitude is still under confidential consideration, and it is declared that unless Mr. Crane can clear himself his connection with the diplomatic service will be abruptly terminated.

Mr. Crane was gossiped with Mr. Knox, the Secretary for Foreign Affairs, far into the night. It is understood that the State Department regards the publication as particularly unfortunate at present, as it was intended that Mr. Crane should sound the other diplomats at Peking with a view to ensuring the support of at least a majority of the Great Powers which accepted the open-door policy; before making representations to Japan, and it is feared that the Chicago statement will enable any Power to defeat the whole project.

NEW BRITISH MOBILISATION
DEPARTMENT.

LONDON, October 12th.

The Admiralty has announced the formation of a new Mobilisation Department. The officers directing it and the Intelligence Department will form a Standing Navy-War Council presided over by the First Sea Lord.

HARMSTON'S CIRCUS.

Interest in this gigantic place of entertainment is not allowed to flag. Changes of programme are frequent and the public will enjoy more than one visit to the large marquee at Causeway Bay. This afternoon a matinee will take place, timed for four o'clock, and on Friday night there will be a contest for amateurs, a handsome prize being offered to the competitor who stands the longest time on the revolving table.

FATE OF THE "FUSO."

JAPAN'S FIRST IRONCLAD.

The battleship *Fuso*, which was condemned on April 1st last year, is to be sold by auction to-day, the 13th instant, at Yokohama. The *Fuso* was built at the Thames Ironworks, and was launched on April 14th, 1877. She was brought out to Japan in January of the following year, and was the first ironclad battleship built for the Japanese Navy. During the Japan-China war the *Fuso*, in command of Captain Arima (now Vice-Admiral), took part in the battle of Fungtsu off the Korean coast, when the *Kure* was sunk, and afterwards rendered distinguished service in company with the cruisers *Kongo* and *Hiei*. In the October, 1897, the *Fuso* foundered as the result of a collision during manoeuvres. She was refloated in September, 1898, and in the following year was practically reconstructed. In the Russo-Japanese war, *Fuso* was the flagship of Admiral Togo, commander of a division of the third squadron. Since the war she has been at Yokosuka, where she was employed as a training-ship for gunnery, and a target-ship for Japanese gunnery.

EDUCATION ASSOCIATION OF
CANTON.

At the January meeting of the Canton Missionary Conference, a Committee was appointed to consider the formation of a branch of the Educational Association of China, whose object is the promotion and improvement of Christian education. This committee met and unanimously concluded that such an Association ought to be formed, and called a meeting of the friends of education to consider the question further. At this meeting, after discussion, it was voted to proceed at once with the organization, and Committees were appointed to report to a subsequent meeting. This meeting was held on April 24th, 1909. A Constitution was adopted defining the aims of the Association and the plan of organization.

After the Constitution was adopted, the organization was completed by the election of the following officers and committees:—President, G. W. Greene, Vice-President, Mrs. C. A. Nelson, Secretary and Treasurer, H. B. Graybill, Executive Committee—G. W. Greene, Mrs. Nelson, H. B. Graybill, Miss Noyes, E. Dowdson, Program Committee—J. J. Boyer, Mr. Chung, Miss Lowry, Committee on Institutions—C. A. Nelson, Miss Myers, Miss Anderson, Dr. Graves, Mr. Crane, Secretary of Information, Mr. Laird.

The next meeting of the Association will be held on Saturday, October 9th, in the lecture hall of the Medical College, Canton Hospital.

SANITARY BOARD.

A meeting of the Sanitary Board was held yesterday at the Board Room. Mr. E. D. C. Wells presided, and there were present: Hon. Mr. P. N. H. Jones (Vice-President), Hon. Mr. A. W. Brown (Registrar-General), Dr. F. Williams, Mr. Shelton Hooper, Mr. Lau Chu Pak, Dr. F. Clark (Medical Officer of Health), and Mr. W. Bowen Rowlands (Secretary).

CLEARING OF BRUSHWOOD.

A letter from the Sanitary Board, addressed to Government, was in the following terms:—I have the honour, by direction of the Board, to report that the following resolution was adopted by the Board at a meeting held on the 31st August last: "That in the interests of the public health of this Colony it is desirable for the Government to clear up all brushwood from Crown land in the close proximity of dwelling houses which is likely to be detrimental to the public health owing to its harbourage of mosquitoes on the ground that the existence of such brushwood is a nuisance detrimental to the public health. The cost of such work to be paid for out of the public funds, and that where such brushwood is on private land the owners be called upon to clear it at their own expense."

"I attach the Daily Press report of the discussion of this matter."

The reply from the Colonial Secretary was as follows:—I have the honour to acknowledge your letter of September 2nd notifying the resolution of the Sanitary Board on the subject of the clearing of brushwood in the vicinity of dwelling houses. You are no doubt aware of the arrangement arrived at nearly a year ago between the Sanitary and the Botanical and Forestry Departments in regard to this question. The correspondence relating to that arrangement contained a proposal by the Medical Officer of Health that clearings around isolated dwelling sites should gradually be extended to a radius of 400 or 500 yards. In cases to which this recommendation is applicable it is probable that the whole or the greater part of the area contained would be Crown land, and the clearing twice a year of an area of some 130 acres would involve a very considerable sum from the public revenue for the benefit of the owner. When such isolated lots are sold, it forms no part of the sale conditions that the Government should incur this heavy obligation. In this connection I am to enclose a minute by the Superintendent of the Botanical and Forestry Department. (2) His Excellency has carefully considered the papers on the subject, and in his view the clearing of waste places which are in immediate proximity to the thickly populated areas in Hongkong and Kowloon, more particularly waste and unoccupied plots of Crown land which may not only form breeding places for mosquitoes but may also be insanitary for other reasons, should form part of the ordinary duties of the Sanitary Department staff. It is in private ownership it devolves upon the Sanitary Department to take the necessary steps with the same object in view. (3) In the case of dwelling houses in the Hill District or elsewhere in detached situations, where any surrounding vegetation is not alleged to be insanitary, the recommendation of the Board in regard to the removal of undergrowth on the grounds of its being a harbourage for mosquitoes will receive the careful consideration of Government equally with any representations from the individuals concerned, and will be dealt with by the Superintendent of the Botanical and Forestry Department under the advice of the Principal Civil Medical Officer in such manner as may appear necessary and equitable just as schemes for training nullahs with the same object in view are now dealt with.

The minute by the Superintendent of the Botanical and Forestry Department was as follows:—There are one or two points about the clearing of ground in the tropics which are well known to this department from long experience, but which would not perhaps be generally obvious and upon which I feel sure that the Sanitary Department must be under a misapprehension. These are (1) That when ground has to be kept clear of superfluous undergrowth the first cutting may produce enough brushwood to pay the workmen who do it, but that the subsequent semi-annual cuttings give no return and have to be paid for. The clearing of the gradually extended area, therefore, proposed by Dr. Clark, would increase in cost in geometrical progression at each half-year, and could not, as apparently assumed, be covered by a fixed annual outlay; (2) that, unless clearing is scientifically done, a rank and quick growing crop of herbaceous weeds takes the place of the wood undergrowth, and that it is necessary to encourage a thin growth of the best woody plants on the area so as to shade the whole ground, and thus discourage and eventually reduce to a minimum all other growths. The loss of all trees and shrubs which almost invariably follows unskilled clearing is a misfortune which it takes years to repair. For this reason I recommend that land-owners should not be allowed them selves to clear Crown land indiscriminately around their lots.

Mr. SHELTON HOOPER minuted—Referring to the Colonial Secretary's letter to the Secretary of the Board of 23rd September, I do not remember the arrangement between Sanitary and Botanical Departments, which was arrived at a year ago, being communicated to the Board, until I proposed the resolution on 31st August.

The REGISTRAR-GENERAL—There seems to be little advantage to the health of the Colony in substituting a rank and quick growing crop of herbaceous weeds for woody undergrowth. I expect the mosquitoes find herbaceous weeds give them as good accommodation.

The DIRECTOR OF PUBLIC WORKS—One serious objection to the promiscuous cutting of

undergrowth on the hill sides is that if the roots are disturbed heavy rains will cause landslips.

The PRESIDENT explained that the letter was written in reply to the resolution which was passed by the Board recommending that undergrowth be cut.

Mr. HOOPER said that the Colonial Secretary was under a misapprehension. The letter referring to the arrangement between the Sanitary and the Botanical Departments was not referred to the Board.

The PRESIDENT—it was not communicated to the Board.

Mr. HOOPER said that it was only recently that they learned that the Botanical Department worked in conjunction with the Sanitary Department. However, he would like to ask if there was any friction between the two departments, whether the Botanical Department carried out orders from the Sanitary Department as to clearing localities, and whether there had been any complaints from any district, more particularly in the neighbourhood of Babington Path, that undergrowth had not been cleared. He would also like to ask the Medical Officer of Health whether there had been any serious outbreak of malaria in that district and what steps had been taken to remove the brushwood complained of.

The PRESIDENT replied that there was no friction between the two departments as to the cutting of brushwood, but a certain line had been drawn, above which it was agreed that the Botanical Department should remove the brushwood and below which the Sanitary Department were to cut the brushwood. Ordinarily the Superintendent of the Botanical Department cut down brushwood where it was pointed out to him that it was necessary, but he was not anxious to do it without first ascertaining whether any revenue could be obtained from it. That perhaps explained any delay that might have taken place, as he made inquiries before he undertook the removal of any brushwood. As regarded Babington Path Mr. Donald seemed to have been annoyed that the work was not done in the shortest possible time, but his application received due consideration and the matter was still under the consideration of the Government. The Government, however, wished before they removed brushwood from Crown land to see that private owners did their part in that respect.

The MEDICAL OFFICER OF HEALTH stated that information had been received that a case of malaria had occurred in a certain neighbourhood. He inspected that neighbourhood and found there was certain brushwood which should be removed and certain repairs effected to nullahs. At his suggestion a letter was written to the owners of private property pointing out that brushwood on their land should be cleared. That had not yet been done.

Mr. HOOPER asked if the Medical Officer of Health considered it necessary in the interests of the health of the neighbourhood that brushwood on Crown land should be cut.

The MEDICAL OFFICER OF HEALTH—Yes, up to a certain area.

The REGISTRAR-GENERAL asked whether the Sanitary Authorities could define what brushwood was. As regarded the harbourage for mosquitoes he commented on the lack of policy which characterised the community, because at the top of Albany nullah quite a number of plants had been put down, while across the nullah women were busy removing wild plants. The place to which he referred had been made a beautiful jungle by the plants that had been placed there. He thought the policy pursued was somewhat illogical, as they seemed to cut down plants merely because they were wild. He would like to be supplied with a definition of what brushwood really was.

None was forthcoming.

The MEDICAL OFFICER OF HEALTH said it was the jungle to which they objected. Where the plants were sparsely placed and the wind could play around them there was no danger of mosquitoes being harboured there, but where trees and plants became thickly matted together affording a harbourage of refuge, it was that beautiful jungle that they wished to cut down.

AN EXCISE PROSECUTION.

The manager of the Connaught Aerated Water Factory was summoned before Mr. J. R. Wood at the Magistracy yesterday for having 26 cases of spirits of wine stored on the Company's premises without a licence. His Worship imposed a fine of \$50, and ordered the forfeiture of the spirits.

ST. JOHN'S CATHEDRAL.

The Cathedral organ, which has been for some months undergoing very extensive repairs, will be formally re-opened on Tuesday, the 26th of October, at 5.30 p.m. Shortened Evensong will be sung by the Cathedral choir, after which an organ recital will be given by the Cathedral organist, Mr. Denman Fuller.

The regular organ recitals will be held on the first Tuesday in each month, commencing on the first Tuesday in November.

H.K.F.C. SIX-A-SIDE COMPETITION.

Play in the above competition commenced on the club ground, Happy Valley, yesterday evening, when two matches were played.

H. L. O. GARRATT'S XI. V. F. G. CARROLL'S XI.—This match resulted in an easy win for Carroll's team by five goals to nil. Goalscorers were:—Garratt and Whitmarsh two each and Carroll one.

J. D. S. HANBY'S XI. V. A. GREGORY'S XI.—A goalless draw was the result of this match due to the fact that both lines of forwards were disjointed, and also that the defence was the strongest on each side.

The want of training was early apparent, but otherwise both games were full of interest and friendly rivalry from start to finish.

SHIPPING NOTES.

Mr. Lim Chin Tsong of Rangoon has purchased the steamers *Shropshire* and *Chester* of the Bibby line to serve the increase of trade between Rangoon, the Straits and China. The *Shropshire* will be delivered in Rangoon during the latter days of November this year. The *Chester* will not be available till the autumn of 1910. Commencing with the new year a regular fortnightly run for both passengers and cargo between Rangoon, Penang, Singapore, Hongkong, Amoy and Swatow will be inaugurated with the *Glenogle* and *Shropshire* alternating.

Whilst unloading the Mogul Line steamer *Chace* at the China Merchants' lower wharf at Shanghai last week, it was discovered that several bales of cotton were smouldering. Prompt measures were taken, and the fire was extinguished before the Brigade arrived. The fire is supposed to have been caused by the careless use of matches by some coolies who were smoking. Very little damage was done by the outbreak.

It may be remembered that the refloating of the Pacific Mail liner *Maucheria*, which went ashore at the Hawaiian Islands in 1906 was followed by a heavy salvage claim, by the Commercial Pacific Cable Company, whose steamer *Restorer* had rendered assistance. The cable company asked \$300,000 for salvage, claiming that the *Restorer* was responsible for the refloating, and was therefore entitled to the usual bonus for salvage, as well as payment for services rendered. The District Court of Hawaii decided that the *Restorer* was not mainly responsible for the refloating, and awarded her owners \$62,636, dividing the costs between the two parties. Both parties appealed, the one claiming that the award was too small and the other that it was too large. The San Francisco Court has now deduced from the award a sum of \$30,000, which had been included as bonus.

The Toyo Kisen Kaisha has just held its half-yearly meeting. The most lugubrious accounts have been published as to the state of its affairs. Thus the losses incurred during the half-year ended June 30th, totalled 74,241 yen, and the accumulated losses of previous terms were 809,700 yen, making an aggregate loss of 883,941 yen. The Japanese newspaper *Hochi* states that the Company's losses represent 9,230,000 yen, and it is responsible for bills, cheques and overdrafts amounting to 23 millions, so that its total liabilities are 11,230,000 yen. On the other hand, its paid-up capital is 8,125,000 yen, so that its liabilities exceed its capital by 2,200,000 yen. The only accumulated fund it possesses, according to the *Hochi*, is that for depreciation of property, which amounts to 210,000 yen. As for its fleet, with the exception of its two big steamers *Togo* and *Chiyō*, it possesses nothing of any special value, as the three vessels *Nippon*, *America* and *Hanyō* are all 12 years old, so that their eligibility for subsidy will soon disappear, while as for the tank-steamers *Togo* and *Bayo*, they have been lying tied up at Yokohama, the profitable employment being procurable owing to the import duty on crude oil. It has since, however, been reported that the Directors are said to have concluded an agreement with the Hosen Oil Company, by which agreement they will be enabled to use three tank steamers for the importation of crude oil, within the limits of 60,000 tons yearly at a freight of Yen 15 per ton.

According to Tokyo papers, the subsidies to be granted to the leading Japanese steamship companies in the coming fiscal year will be as follows:

	YEN.
Nippon Yusen Kaisha—	
American Service	3,210,000
European Service	500,000
Toyo Kisen Kaisha—	
American Service	1,940,000
South American Service	600,000
Ozaka Shosen Kaisha	1,000,000

It is further stated that the subsidy for the North American service of the Toyo Kisen Kaisha was originally fixed at Y. 1,500,000, but was later increased to Y. 1,940,000, owing to the fact that one more new liner, now under construction, is to be placed on the run next year. The sum of Y. 350,000 has hitherto been granted to the T.K.K.'s North American service, but as two new steamers are to be added to the service from next year, the subsidy is to be increased to Y. 600,000 from next year.

The subsidy of Y. 1,000,000 to be granted to the Ozaka Shosen Kaisha for 1910 will be increased from 1911 to Y. 1,700,000, since two more new steamers will be placed in commission by the company.

The North American service of the Nippon Yusen Kaisha is now maintained by three regular liners and three intermediate liners. These latter the Company had intended to discontinue from next year, but in anticipation of increased trade with the United States in the near future it has been decided to keep the extra liners on the run.

There is still no authentic news of the missing steamer *Waratah*, which sailed from Durban for Capetown in July and has not been heard of since. The latest news in connection with her, strange to say, was telegraphed from Manila on September 20th. We note the following: Lloyd's agent at Manila telegraphs that the British steamer *Harlow* reports that she passed on 27th July 180 miles from Durban a vessel on fire. The name was not discernible, and she was afterwards destroyed by an explosion. The vessel is supposed to have been the *Waratah* with her cargo on fire. Lloyd's and the owners of the *Waratah* are doubtful with regard to the report made by the steamer *Harlow*, as the *Waratah*'s cargo was non-inflammable, being largely made up of frozen meat and flour. It is pointed out that the *Olen Macintyre* must have

seen the *Waratah* if she had been on fire, besides which the *Harlow*, which arrived at Durban on 28th July, would have reported the fire.

The mysterious disappearance of this steamer calls to mind the experience of a steamer called the *Waikato*, which some years ago became disabled in a storm, drifted hopelessly for some months beyond the usual track of steamers, and eventually reached Freemantle. If the *Waratah* is now undergoing a similar experience, as many people think possible, it is only a question of provisions. She had ample provisions for two months' full menu, which would in the present circumstances be made to last appreciably longer. Furthermore, she carried hundreds of tons of flour in cargo, and thousands of frozen carcasses, so at the mildest estimate there were sufficient provisions on board for at least a year. It has been pointed out that, on account of the great Angulas bank that reaches out many miles south of the mainland, there is a powerful southerly drift, veering eventually towards the east.

The Cunard Steamship Company are about to find work for some shipyard very soon, for, apart from the extensive repairs to the *Lucania*, they have just received tenders for a new steamer, which last month was erroneously described as being nearly as big as the *Mauretania* and *Lucania*. This vessel is to be about 600ft. long, and have a speed of about seventeen knots. There is a very keen competition amongst the principal builders for her, and tenders from the Clyde, the Tyne, and other places have been sent in. The Cunard Company have evidently been satisfied with the results of the new combination of propelling machinery—reciprocating engines and low-pressure turbine—for they are stipulating that class. Denny's, of Dumbarton, some time ago built for the New Zealand Shipping Company the *Otago*, which had this class of machinery, and this vessel gave remarkable results, which easily surpass those of her sister ships, which were built with reciprocating engines only. The two reciprocating engines drive the wing propellers, and when going ahead exhaust into the low-pressure turbine. When manoeuvring or going astern the turbine is idle.

SUPREME COURT.

Tuesday, October 12th.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. H. H. J. GOMPERTZ (PUNISH JUDGE).

USURY EXTRAORDINARY.

From Singh, an Indian watchman, brought an action against S. Quistongos, described as an artist in the employ of the *South China Morning Post*. Mr. Gardiner appeared for the plaintiff and Mr. F. X. D'Almada appeared for the defendant.

Mr. D'Almada on behalf of defendant consented to judgment and asked that an order be made for payment by instalments. The plaintiff, he said, originally lent defendant in March 1907, the sum of \$100 and charged interest at the rate of \$10 per month. Defendant paid interest up to June and failing to pay in July, the promissory note was renewed for \$110. Some of \$11 were paid as interest until October, when defendant again failing to pay the promissory note was renewed for \$120 and the interest was accordingly raised to \$12. That continued for some time, but in January 1908, the defendant was unable to pay the month's interest and the promissory note was renewed for \$130, interest being again raised to \$13 per month. This arrangement continued until April, when for the same reason the promissory note was renewed for \$140 and the interest increased to \$14. As the defendant found it more difficult to keep up the payments the promissory note was renewed periodically from \$150 by \$10 a month until in June of this year the defendant had signed a promissory note for \$240 with interest at \$24 a month. On July 1st the defendant paid \$25 in interest, and various other small payments were made, but on September 6th plaintiff issued a writ.

His Lordship—Well, he had to be consistent I suppose.

Mr. D'Almada—I have witnesses who can speak to seeing the promissory note for \$150 being renewed and given.

His Lordship—Have you any receipts for your payments?

Mr. D'Almada—No, my Lord. Those Indian money-lenders and usurers do not give receipts.

His Lordship—How much have you paid altogether?

Mr. D'Almada—We have paid altogether \$270 in interest, and my client does not want to go on paying interest without being able to clear off the capital.

Defendant stated on oath that his salary was \$130, and that he had a wife and five children to maintain.

Mr. D'Almada said his client was only receiving \$115 a month, as his employers were deducting \$15 a month in respect of a loan made by them to him.

His Lordship said it was absolutely inconceivable that an intelligent man like the defendant should have consented to such an arrangement. In reply to his Lordship the defendant said that he was forty years of age, and his Lordship added that he hoped he would consider his wife and family and be a little more business-like in his business affairs.

An order was made for payment at the rate of \$20 a month, costs amounting to \$40 to be paid forthwith.

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CANTON.

(FROM OUR OWN CORRESPONDENT.)

October 11th.

HIGHWAY ROBBERY.

Yesterday, on the outskirts of Fatahan, a man was walking along carrying a bag containing pieces of copper. Certain rascals saw him, and concluded that he was carrying a bag of dollars to the bank. They waylaid the man, intimidated him with firearms and decamped with the booty. One can imagine their feelings when they opened the bag! Several cases of highway robbery are daily reported from outlying districts, for some of the country places are terrorised by roaming bandits, and the law seems unwilling or, perhaps, powerless to restore order. It is only in the better policed districts that property is safe from these marauders.

THEATRICALS AND GAMBLING.

In a village of the Nam Hoi District a large shed was erected for the purpose of serving as a theatre. Unfortunately the troupe did not confine themselves to their legitimate histrionic business, but opened a booth as a "side-show" for cricket-lighting. Gambling goes on to a great extent on the results of these insect combats, and the authorities have lately made some endeavours to put it down. The village elders of this particular place tried to uphold the authority of the law regarding this matter, but their exhortations were of no avail. They have had their revenge, however, for some of them having occasion to come into the city approached the authorities and the result is that all theatrical performances have been prohibited in the village.

BIRTHDAY OF CONFUCIUS.

Yesterday, the educational world of the city was in *fitte*, the reason being that the day was the anniversary of the birth of Confucius. All schools were accorded a holiday and were in some cases beautifully decorated. The offices and the native newspapers, book shops, and all places having any connection with learning were closed for business and were beautifully ornamented with flowers and flags. On the Bund were to be seen many schools marching in procession to the great Confucius Temple in the city. Some of these were in uniform, with flags flying, bugles blowing and drums beating. One school was provided with a complete set of instruments to form a brass band, but as none of the scholars knew how to play the instruments they contented themselves with carrying them in their hands. However, the drummer and trumpeter of the band made up for the others, for the noise they made was enough to split one's ears. The Temple itself presented a most animated appearance. The building covers an enormous space of ground and has many courts and passages. All these were thronged with spectators and several go-ahead pedlars were busy selling prints, venerated to bear an authenticated likeness of the great Sage. The actual Shrine, that is, the one containing the sacred tablets, is of comparatively small size, and at least three-fourths of it were crowded with coolies, beggars and street gamins. Such were the bad arrangements that the various schools had to force their way through this mass of humanity before they could approach the altar, and the bowing was done in such a rapid and careless manner that the ceremony was robbed of all vestige of solemnity. After the obsequies had been made the schools had to struggle again to get out of the sacred building. Within the temple arising from thousands of perspiring humanity were anything but pleasant. Outside the building containing the shrine a brass band emitted horrid wailing notes. The whole arrangement was a farce, and should have been imposed was made painful and ridiculous by want of organisation.

A WARM TRIBUTE TO AN ADMIRAL OF THE FLEET.

No better tribute could have been paid to a naval officer of high rank than the one offered by Lord Charles Bessborough recently to Admiral of the Fleet Sir Frederick Richards, whose important letter was read to the London Chamber of Commerce meeting. He, without doubt, said Lord Charles, "commands the greatest respect and the greatest affection of everybody here and all the Fleet, from the admiral to the able seaman."

The gallant Admiral of the Fleet, who comes of a naval stock, is now in his 70th year; and it is more than thirty years since he joined the great service of which he is so distinguished a representative. He was the *Boudicca* during the troubles of the Cape de Zulu War and the East River War, and saw service in both. Sir Frederick, who was also through the Burma War, has been Commander-in-Chief in the East Indies and on the China Station; while he has twice served as a Lord of the Admiralty. He has, therefore, the highest claims to speak with the voice of authority.

INTERPORT GOLF IN JAPAN.

In the Interport Match played at Kobe in delightful weather, Kobe won by 5 matches to 3, while 4 matches were halved.

A letter published in the *Japan Gazette* says: "Stanley Clarke did wonderfully well in a Kokko storm and mist for the Open Championship, winning it with 81 and 86—167 for 36 holes. All were scratch players—18 of them—including Lieut. Monteth, the China Champion from Hongkong, who beat Walkinshaw, 1908 Champion, this year; also Capt. Barrett, the Shanghai beat; the rest being all Yokohama's and Kobe's best."

"The second best was Crockett of Kobe, 178 (11 more than Stanley Clarke). He was playing with the Yokohama man Galloway, who also plays a very good game. The first of the Yokohama men was G. G. Brady, who was third with 180, not far off Crockett."

"Captain Barrett had had three weeks' practice at Rokusan, and all the others a good many days."

In the Interport match on the 26th Stanley Clarke played Lawson in match play and beat him 5 up to 3 to play. Kobe won the Interport by 5 points to 3, thus—Stanley 4, Kobe won 4 Yokohama 1 Halved 3 Foursomes 1 2 1

THE CAFE WEISMANN PROSECUTION.

ALLOWED SALE OF LIQUOR WITHOUT FOOD.

The hearing of the charge against R. Eckhardt, manager of the Cafe Weismann, of selling liquor without food under an adjacent licence, was continued before Mr. J. R. Wood at the Magistracy yesterday.

Detective-Sergeant Sullivan prosecuted, and Mr. Eldon Potter, instructed by Mr. Crowther Smith (of Messrs. Alms and Smith) appeared for the defence.

P.C. McKelvie testified to visiting Weismann's on October 1st with P. C. Spillet, who called for two large O. B. beers. A Chinese boy said they had no O.B., and asked if they would have Pilsener. They agreed, and the boy provided the drinks, at the same time putting two plates and two forks on the table. Afterwards he removed the plates and forks, and placed a plate of sandwiches on the table. (Neither the witness nor Constable Spillet ordered sandwiches, and neither ate any. Some eight or ten minutes later Sergeant Sullivan entered, and Constable Spillet invited him to have a drink. The same boy approached the table at which they were sitting, and said he could not supply drinks without supplying food. The boy did not say this on the first occasion. Sergeant Sullivan declined to have a drink, saying that he did not want any food. Constable Spillet then called for two more Pilseners, which were brought by the same boy.

His Worship—Then I understand that you two constables consumed two bottles of beer each?

Witness—Yes, your Worship. Proceeding, the witness stated that after this Constable Spillet called for the bill, which was brought, and on it they charged for four glasses of beer and four sandwiches. Constable Spillet asked why he should pay for sandwiches when he did not order them, and sent for the manager, who said—that he expected the boy to explain to them that they could not have drink without food, and that probably they did not understand the boy's "pidgin" English. Constable Spillet, still protesting, paid the bill, and when the change was brought there was found to be an error of forty cents, which the defendant rectified.

His Worship—Did the Sergeant tell Constable Spillet not to pay for the sandwiches?

Witness—He advised him not to.

You are quite clear that nothing but beer was called for?—Quite.

Cross-examined by Mr. Potter:

You went into Weismann's on detective duty, did you not?—I went in on an order from the police sergeant.

You went in to see if you could get drink without food?—Yes.

And if food was supplied to you, you knew that you had no case?—Personally I did not.

You did not know it was important that food should be supplied?—My instructions were to go to Weismann's, order a drink, and see what happened.

What were you told about food?—I was told not to order food, but to order a drink, and if food was suggested to make a note of it.

Didn't you know that if you had been supplied with food you would have had no case against Weismann's?—It was really a rough guess.

Didn't it suggest to you that food was of importance?—P. C. and myself had a conversation and put two and two together. He said there must be something about food and drink. I knew nothing about licences at the time.

When you entered Weismann's, what was on the table?—Nothing.

I put it to you that there were two plates?—No.

Do you understand "pidgin" English?—No.

Do you think you would have understood the boy if he asked you to have cakes or sandwiches in "pidgin" English?—I'd have known what sandwiches meant.

What was the word for sandwiches?—Witness was understood to say "sandwiches."

Now can you understand "pidgin" English?—I could not pass an examination in it.

Bearing in mind that the question of food was important, what did you think when you saw plates and forks come?—I thought it peculiar.

Did you say, "By Jove, our case is all up?"—I did not say anything.

Did he bring the beer at the same time as the sandwiches?—The sandwiches arrived at the same time as the beer.

Now just think, were not the sandwiches placed on the table before the beer was brought?—No.

You are quite satisfied with that statement, are you?—I have sworn it.

But is that your opinion?—I am not here to state my opinion; I am stating facts.

Did either of you say anything when the sandwiches were placed on the table?—No remarks were made.

What did you think the sandwiches were put on the table for?—In most public bars you get "a snack."

So you came to the conclusion that the sandwiches were placed there to eat?—Yes, sandwiches are for that purpose.

But fearing that you might injure your case by eating the sandwiches you carefully refrained?—I had already had dinner.

Did you think that Weismann's had broken the licensing law at that time?—I have already told you that personally I had no interest in the case.

What were your thoughts about it when the plate of sandwiches was placed before you?—I have already answered that question.

But what did you think about the case you were going to bring against Weismann's?—It was up to the sergeant to prove that.

When the sergeant came to your table you had another try to make Weismann's break the Licensing Law?—No, P.C. Spillet called for two drinks afterwards.

Did he call for three?—No.

The sandwiches were paid for, were they not?—Yes.

Did it not strike you as peculiar to go into a restaurant and pay for what you had not ordered?—I did not pay.

And you did not give Constable Spillet any friendly advice as to paying for what he had not ordered?—He can pay for what he likes with his own money. I did not know what was in his mind.

Did you think it peculiar for Constable Spillet to pay for the sandwiches?—Yes, but I daresay if he had had small change he would have paid for the beer alone.

Then you do know something about Constable Spillet's mind?

His Worship—That is a supposition.

Mr. Potter—It is so difficult to get a supposition out of him.

Witness—I am here to state facts, not suppositions.

Mr. Potter—Are you stating facts now?

Witness—I will put that to you as a supposition.

Mr. Potter—I am pleased with the suggestion.

Counsel then informed his Worship that the Ordinance gave no definition of an adjacent licence, but he supposed that what it meant was that a person could sell liquor in addition to the commodity that he was already selling. Therefore, it followed in this instance that if there was a sale of food there could not possibly be a conviction. He did not care whether there was a protest or not on the part of the constable. Once he had paid his bill, there was a purchase of food by that constable. The money was tendered, the bill was paid, the purchase was completed, and Constable Spillet was now the happy owner of six sandwiches, which he felt sure Messrs. Weismann would be glad to give him at any time he called for them. The case must fall to the ground. The bill included two lots of beer and sandwiches, the constable paid the bill, and therefore the defendants had not infringed the Ordinance. His next point was that the summons must stand or fall according to the meaning of the section under which the charge was brought. The defendants were charged with a breach of the terms or conditions of their licence. As previously pointed out to his Worship, the terms and conditions were set on the transfer licence, and it was not suggested by the prosecution that there had been any breach of those terms. The moment the present licence got a transfer, the original licence was wiped out.

His Worship—Do you claim under that licence that he will have all the rights of a public bar?

Mr. Potter—I only claim the rights I get by it.

His Worship—Do you contend that that licence gives the licensee the right to run a public bar?

Mr. Potter—I am not contending that, because I don't need to.

His Worship—But you are prepared to contend it if necessary?

Mr. Potter—I think the wording is very clear.

His Worship—And in your view it might cover a public bar?

Mr. Potter—It might, but I am not contending now that we have the right to use our place as a public bar, because it is not necessary to my argument.

Proceeding, Mr. Potter said that his clients were charged with breach of the terms or conditions of their licence. He would ask what terms and conditions had been broken, because, as a matter of fact, if the licence produced was theirs, they had not broken any term or condition.

It was quite obvious that the licence produced was the only one in existence. It was a new licence, inasmuch as it took the place of the licence owned by the person from whom the transfer came to the present licensee. It was quite obvious that the transfer took the place of the original licence, and the original licence was now non-existent. The transfer licence was now a contract with the Government so far as his clients were concerned. The Government, in consideration of so many dollars, licensed them to sell beer and spirits, and said, "Here is your authority." Therefore the police could not come along and say that the other contract was in existence, and that they were going to bind the defendants to those terms. He contended that the prosecution must stand or fall by the licence before the Court.

The third point was that, even supposing they had sold drink without food, and assuming for the sake of argument that they were actually guilty of selling drink without food, that was to say, that the boy did so, then he would contend that the Court could not convict the manager. He could not be made criminally liable for an act of the boy unless it could be proved that the manager allowed the thing to be done. If a manager or licensee took all reasonable precautions the Court could not find him guilty. Mr. Potter quoted authorities in support of his contention, and stated that he was decided in his favour there would be no necessity for him to call witnesses. One of his strong points was the fact that there was an absolute sale of food, and if his Worship asked himself who was now the owner of the sandwiches, there could only be one answer—the purchaser. There was nothing in any of the Acts which said that the beer must be put on the table after the food, or that the food must be put on the table before the beer; the whole thing was one transaction. Even if the constable did not mention the word food,

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[36]

Counsel submitted that Weismann's were absolutely entitled to place it on the table, and to decline beer unless it was taken. Otherwise the constable could walk in and practically compel the defendants to break the law.

His Worship—How?

Mr. Potter—By walking in and refusing to take food. In this instance the constable was afraid to go that length; he saw his weakness and paid up.

His Worship intimated that he would take time to consider the points raised.

Mr. Potter suggested that the Magistrate should hear the evidence of the manager before adjourning.

Mr. R. Eckhardt stated that he was manager and in control of Messrs. Weismann's, Ltd. On August 21st, while he was writing in the office, a boy told him there was gentlemen in the Cafe who wanted beer without anything to eat. Witness told the boy not to serve him. The boy went away, and returning five minutes later said that the sergeant was sitting at the table with two friends, and that three glasses of beer were wanted. Witness told the boy to supply only two drinks. When he went to the table at which the police were sitting later, he was asked how it was that they were charged with four sandwiches. Witness told them that he only had an adjacent licence, and that he could not serve liquor unless food was ordered. One of the men denied ordering sandwiches, but the boy said they had been ordered.

Witness then heard the sergeant advising the others not to pay. When the police were leaving witness said to the sergeant, "Look here, you have not been served because you refused to let the boy bring you any chow." The sergeant said, "I am not sure, boss, whether you are right or whether you are wrong, and they left." Witness instructed his boys every day not to sell drink without food.

The hearing was adjourned sine die.

PRESIDENT TAFT.

TOUR OF 13,000 MILES.

Mr. Taft began a unique Presidential tour last month, involving travel of 13,000 miles by railway, hundreds of speeches, and tremendous fatigue, by starting westward and incidentally delivering speeches at three important stations. It was Mr. Taft's 52nd birthday, and "trained to minutes" by a long course of physical exercises at Beverly, including golf, boxing, and weight lifting, and a little boxing as minor issues, he set forth with the vivacity of youth and the spirits of a schoolboy.

The President's allowance for railway fares did not permit of special trains all the way, and he was reduced to occupying an ordinary Pullman attached to ordinary trains.

Despite his great weight, Mr. Taft is a small eater, and the cuisine arrangements while he is travelling never bother him. A baked apple and some cereal serve him for breakfast, a glass of milk and a biscuit for lunch, and at dinner he only eats a small quantity of meat.

The President was accompanied during the first part of his journey by Miss Torrey, better known throughout the country as "Aunt Della." Miss Torrey is 80 years old, and to her the President is as devoted as any man to his own mother. Miss Torrey, he has said since, was the inspiration of the "old maid."

Miss Torrey was at the home of Mr. Taft on election night, while Mr. Taft was receiving the returns from the time the wires opened. She was confident, and the returns added to her conviction that "Bill" was elected, but Mr. Taft himself was not convinced until nearly midnight. When he got the information which he thought made it certain that he would be the next President he went first to Mrs. Taft, and then he rushed across the room to "Aunt Della." The big President-Elect picked up in his arms the little white-haired New England woman and kissed her enthusiastically.

"We've won, aunt," he cried. Miss Torrey dashed, and rumped with the bearlike hug of her big nephew, and her eyes bright with joy at his success, she spent a moment in rearranging her disordered hair, and then said quietly, "Why, Bill, that's what I've been trying to tell you all the evening."

The Vice-President of the United States climbed aboard the train at Utica, passing through to Buffalo, and, finding the President fast asleep, he left a box

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telephone Address: PRESS CODES: A.B.O. 5th Ed. Lieber's.

P.O. Box 33. Telephone No. 12.

NEW ADVERTISEMENTS

HONGKONG GYMKHANA CLUB.

FIFTH GYMKHANA.

DISTANCE HANDICAP. This Race has been re-opened and Fresh Entries will be accepted up to 5 p.m. on THURSDAY, 14th inst.

C. GORDON MACKIE,
Hon. Secretary.

Hongkong, 13th October, 1909. [1303]

SPECIAL SALE OF WORK

IN AID OF THE ORPHANS AND THE HOME FOR THE DESTITUTE.

THE SUPERIORESS AND SISTERS OF THE ITALIAN CONVENT have the honour to announce that their Annual Sale of Needlework, comprising Ladies' and Children's Dresses, Embroideries, Table Covers, Handkerchiefs, and a variety of Articles suitable for Presents, will be held at the Convent on 21st, 22nd and 23rd of this month, commencing each day at 10 a.m.

The Superiores and Sisters beg to solicit the patronage of a generous community to aid the work of providing for the maintenance of the large number of Orphans at the Convent and its outlying Branches, and the helpless aged and infirm in the Home for the Destitute at Wanchai.

ITALIAN CONVENT,
22, CAINE ROAD.

Hongkong, 13th October, 1909. [1304]

THE BANK LINE, LIMITED.

NOTICE TO CONSIGNEES.

STEAMSHIP "OCEANO."

FROM TACOMA, VANCOUVER, YOKOHAMA, KOBE, MANILA AND CANTON.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., Ltd.,
Agents.

Hongkong, 12th October, 1909. [8]



HARBOUR MASTER'S DEPARTMENT.

IT IS HEREBY NOTIFIED that information has been received from the Military Authorities that GUN PRACTICE will be carried out as under:

On THURSDAY, the 14th October:—
From Suifu and Gough a North-Easterly and a South-Easterly direction, at ranges up to 6,250 yards, commencing at 10 a.m. and finishing at 2 p.m.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

C. W. BECKWITH, Lieut. R.N.,
Harbour Master, &c.

Hongkong, 8th October, 1909. [1300]

HONGKONG JOCKEY CLUB.

NOTICE.

AN EXTRAORDINARY GENERAL MEETING OF MEMBERS of the above Club will be held on SATURDAY, the 23rd October, 1909, at 12.15 p.m. at the Office of the Jockey Club on the Ground Floor of the Hongkong Club Annex, Chater Road, a notice regarding which is being sent to each Member.

By Order,
T. F. HOUGH,
Clerk of the Course.

Hongkong, 5th October, 1909. [1297]

HONGKONG VOLUNTEER CORPS.

A

GRAND OPEN AIR CONCERT

will be held on VOLUNTEER PARADE GROUND, on SATURDAY, OCTOBER 23RD, at 9.15 p.m. In aid of the funds of the Diocesan Girls' School.

ADMISSION: \$1.

Tickets to be obtained at Volunteer Headquarters and from the Committee of the Orphanage, and the Ladies' Benevolent Society, Hongkong, 5th October, 1909. [1273]

HONGKONG ST. ANDREW'S SOCIETY.

INTENDING applicants for Membership to St. Andrew's Society are invited to forward their Names to the Undersigned for Submission to this General Committee. The entrance fee is \$5, and the Annual Subscription \$200. Any respectable Scotsman is eligible for Membership.

DAVID WOOD,
Hon. Secretary.

Hongkong, 7th September, 1909. [1174]

GRAU & CO.

No. 27 DES VŒUX ROAD.

POSTAGE STAMPS

AND

PICTORIAL POST CARDS.

Just Received, a Selection of POSTAGE STAMP ALBUMS WITH MOVABLE LEAF.

Duplicate Pocket Books, Magnifying Glasses, Watermark Detectors, Nickel Two-centers, "Peerless" Stamp Hinges, &c., &c., &c.

Inspection Invited. [1259]

PUBLIC COMPANIES

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED, will be held at the Registered Office of the Company, No. 66, Bonham Strand West, Victoria, Hongkong, on FRIDAY, the 15th day of October, 1909, at 4 o'clock in the afternoon, when the subjoined resolution will be proposed.

Should the resolution be passed by the required majority it will be submitted for confirmation at a special resolution to a second extraordinary meeting which will be subsequently convened.

RESOLUTIONS.

That the Articles of Association be altered in manner following:—
(a) In Article 65 the word "Five" shall be substituted for the word "Twenty".
(b) In Article 86 the word "Three" shall be substituted for the word "Ten".

NG LI HING,
General Manager.

Dated the 14th day of September, 1909. [1205]

CANTON INSURANCE OFFICE, LTD.

NOTICE TO SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY MEETING of SHAREHOLDERS will be held at the Office of the Undersigned on FRIDAY, the 22nd inst. at 11 a.m. The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd inst., 1909, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Agents.

Hongkong, 5th October, 1909. [1286]

BOARD AND RESIDENCE.

A COMFORTABLE BED-SITTING ROOM on Upper Level, Verandah and Bathroom, is offered with Board to a permanent Resident.

Address: "GOOD VIEW,"
Care of "Daily Press" Office.

Hongkong, 14th September, 1909. [50]

FOR SALE.

DERRINGTON, PEAK ROAD No. 8.

For Particulars apply to—

C. SCHROTER,
King's Buildings, 11th Fl.

Hongkong, 1st September, 1909. [1140]

J. R. LEE & CO.

P. O. Box 384,
Hong Kong.

THE CHEAPEST STAMP Dealers in the East. Selections on approval. Collections bought.

Hongkong, 8th October, 1909. [1295]

NEW CARTRIDGES.

By popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS AND CHILLED SHOTS. From No. 10 to 55SG. at 36, 37 and 38 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.,
Hongkong, 26th October, 1906. [623]

AUTOMATIC BROWNING

POCKET PISTOLS.

CALIBRE 7.65 mm.

With CHAMBER for 8 CARTRIDGES

FIRING 8 SHOTS in 2 SECONDS.

SIEMSEN & Co.

Hongkong, 6th March, 1907. [47]

ASAHI

BEER

SAPPORO

BEER

TO BE OBTAINED
FROM ALL WINE DEALERS

SOLE AGENTS:

MITSU BUSSAN KAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKASIMA

OCHI, MITSUBI, HOJO, NAMAZUTA,

SAYO, SHINNEW and KAMIYAMADA.

Collieries.

SOLE AGENTS FOR

KISHIDAKE, MIYAO and KIGYO

KOMATSU Coals.

HEAD OFFICE: MARUNOUCHI,

TOYO.

BRANCH OFFICES: NAGASAKI,

MOIJI, KARATSU, WAKAMATSU,

KOBE, OSAKA, SHANGHAI,

HONGKONG, HANKOW.

Cable addresses for above, "IWASAKI".

Codes, AI, ABC 5th Ed., Western Union.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

CHUNKIANG: Messrs GRABING & Co.

MANILA: Messrs MACDONALD & Co.

For Particulars apply to—

H. OISEI,
Manager.

No. 2, Poddar Street, Hongkong.

Hongkong, 9th January, 1909. [665]

INSURANCES

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

WITH WHICH IS INCORPORATED THE OCEAN MARINE INSURANCE CO.

TOTAL FUNDS AS AT 31st DECEMBER, 1908, £19,121,110.

I. Authorized Capital £6,000,000

Subscribed Capital 3,275,000

Paid-up Capital 1,212,500 0 0

II. Fire Funds 3,204,753 7 10

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS

against FIRE at Current Rates.

SEWEN, TOMES & CO.,
Agents.

Hongkong, 14th August, 1909. [108]

NOTICE.

HAVING been appointed AGENTS in Hongkong for the WESTERN ASSURANCE COMPANY, we are prepared to accept approved European and Chinese Risks at Current Rates.

JOHN D. HUMPHREYS & SON,
Hongkong, 18th August, 1909. [1083]

JUST LANDED

A LARGE ASSORTMENT OF

LADIES' & GENTS' BOOTS

& SHOES.

A. TACK & CO.

PHOTO-SUPPLIES.

26, DES VŒUX ROAD, CENTRAL.

Hongkong, 20th August, 1909. [37]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS

STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken.

Hongkong, 31st July, 1907. [629]

TO LET.

FOREIGN HOUSES, Nos. 9 and 9A, WONG

NEI CHONG ROAD, facing Race Course.

Apply to—

GOH GUAN HIN,
64, Bonham Strand West.

Hongkong, 24th September, 1909. [1237]

TO LET.

KING'S BUILDINGS.

OFFICES facing the Harbour from about

October at present in occupation of

Messrs. JARDINE, MATHESON & Co., Ltd.

Apply to—

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LTD.

Hongkong, 1st October, 1909. [818]

TO LET.

NO. 1A, WYNDHAM STREET, suitable

for SHOP and OFFICE, lately

occupied by Wai-mann Ltd. for Rifle Rooms.

Apply to—

YEE SANG FAT & Co.,
Opposite General Post Office.

Hongkong, 21st June, 1909. [871]

TO LET.

NO. 1, GARDEN ROAD, Kowloon.

Eight-Roomed House and Tennis Court.

Apply to—

H. M. H. NEMAZEE,
9, Faddar's Hill.

Hongkong, 14th August, 1909. [1073]

TO LET.

NO. 1 and 3, MORRISON HILL. Also

OFFICES at No. 2, Paddar Street.

Apply to—

Messrs. JARDINE, MATHESON & Co., Ltd.

Hongkong, 31st May, 1909. [807]

TO LET.

NO. 1, CANTON VILLAS, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT

AND AGENCY CO., LTD.

Hongkong, 1st October, 1909. [1035]

TO LET.

NO. 2, PEDDER STREET, premises

now occupied by the CITY OF PARIS,

about 1,720 Square Feet Floor Area.

Apply to—

JOHN LEMM,
64, Queen's Road Central.

Hongkong, 6th October, 1909. [1289]

TO LET.

ONE SPACIOUS GODOWN, No. 125,

Wanchai Road.

Apply to—

REUTER, BRÜCKELMANN & Co.,
Hongkong, 20th September, 1909. [911]

TO LET.

2 ROOMS, on 1st Floor, Hotel Maunsell,

from 1st October next.

Apply to—

JOHN D. HUMPHREYS & SON,
Alexandra Buildings.

Hongkong, 6th September, 1909. [1171]

TO LET.

IN Canton, from the 1st November, two

SEMI-DETACHED HOUSES, each

containing Eight Rooms with Back Yards and

Servants' Quarters, on Shumau Lot 55, now in

the occupation of the Mitsui Bussan Kaisha.

Apply to—

DAVID SASSOON & Co., Ltd.

Hongkong, 4th October, 1909. [1274]

TO LET.

NO. 153, PRAYA-EAST.

Apply to—

JARDINE, MATHESON & Co., Ltd.

Hongkong, 23rd September, 1909. [1232]

TO LET

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET: Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

ADP. FOR SALE.

Portions of MARINE LOTS Nos. 31 & 32 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 999 YEARS' LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.,
Hongkong, 8th June, 1906. [96]

TO LET

GODOWNS, Nos. 95, 96 and 97, PRAYA EAST.

Apply to—

CHATER & MODY,
Victoria Buildings.

Hongkong, 1st February, 1909. [264]

TO LET.

A Suite of 3 ROOMS on Third Floor of

"Hotel Mansfield" with use of two Bath

Rooms, suitable for Office or Living Rooms.

From 1st November next.

FIVE-ROOMED HOUSES at Kowloon.

NEW and COMMODIOUS SHOPS.

Nathan Road, Kowloon. Immediate Possession.

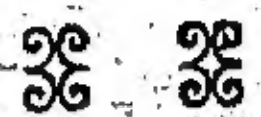
Cheap Rentals.

KOWLOON MARINE LOT 48, Yau-mai,

For your own comfort in Tropical Countries use CALVERT'S Carbolic Soaps.

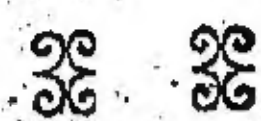
Sold by local Chemists and Druggists. Made by F. G. Calvert & Co., Manchester, England.

Guarded against Infection.



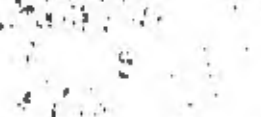
Calvert's 20% Carbolic Soap.
Among the special purposes for which this powerful antiseptic soap is useful, it has secured a wide popularity as a safeguard against infection, as a protection against mosquitoes and other insects, or for antiseptically cleansing their bites.

Perfect Personal Cleanliness.



Calvert's Carbolic Toilet Soap.
You will appreciate the feeling of thorough purification, ensured by the antiseptic properties of this delicately perfumed soap, while its pure quality meets the requirements of even a sensitive skin.

Freedom from Skin Irritation.



Calvert's Carbolic Prickly-heat Soap.
is most serviceable in warm climates as a preventive of prickly-heat or other skin irritation. Well adapted for regular bath and toilet use by its purity, antiseptic properties and pleasant perfume.

Which meets your special need?
Each suits the climate.

BY APPOINTMENT TO HIS MAJESTY THE KING.

BOVRIL

No matter what we may say about Bovril, nothing can speak so strongly to you as an actual trial of Bovril itself.

Bovril contains all the goodness of prime beef in highly condensed form.

"SHACKELL" "SEAL" RED PRINTING INK

IS ABSOLUTELY THE BRIGHTEST RED ON THE MARKET.

SAMPLE GRATIS

SHACKELL EDWARDS & CO., LTD.
PRINTING INK MAKERS.
ESTABLISHED 1786.

HEAD OFFICE—5, RED LION PASSAGE, FLEET STREET, LONDON, E.C.
Hongkong, 16th October, 1907.

APIOLINE (CHAPOTEAU)



LADIES

For functional troubles, delay, pain and those irregularities peculiar to the sex.
Prescribed by the highest French Medical authorities and superior to Tansy, steel, Drops and Penny royal.
CHAPOTEAU, 8, rue Vivienne, Paris.
Sold by all Chemists.

122-3

AS SUPPLIED TO THE HOUSE OF
LORDS AND HOUSE OF COMMONS.

THORNE'S OLD VAT

PER CASE



SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG, CHINA & MANILLA.
A. S. WATSON & Co., Ltd.
1333

KEATING'S LOZENGES

THE WORST COUGH
One gives relief. An increasing
sale of over 80 years is a certain
test of their marvellous value.
Sole in Hongkong.

CONGRESS OF EMPIRE CHAMBERS OF COMMERCE.

IMPORTANT RESOLUTIONS CARRIED.

Sydney, Sept. 16.
The Congress of Chambers of Commerce of the Empire to-day resumed the debate on the resolution of the London Chamber of Commerce regarding preferential trade.

Mr. Hedges (Kalgoorlie), the Canadian Commissioner, representing Guelph, said he failed to understand why preference was opposed. The Governments concerned should at least be allowed fully to inquire into the subject.

Sir Albert Spicer, the president, announced that he had decided to add to the resolution of the London Chamber of Commerce the following words: "and in the meantime to appoint commissioners to inquire into the question as it affects each component part of the Empire and to report to their respective Governments."

Mr. Sullivan (Launceston, Tasmania) opposed the resolution.

Captain Harwood (Blackburn) supported Colonial preference, and regretted that it had been made a party question.

Mr. Hedges (Kalgoorlie), Mr. Knox (Melbourne), Mr. O'Neill (Newcastle, New South Wales), and Mr. Thurlow (Brisbane) supported the resolution.

Mr. Knox said that the majority of the people of Australia were in favour of preference. "We should go to the Motherland giving her an absolutely free hand."

Mr. Martin (Bristol) and Mr. Alexander (Vancouver) also supported the resolution.

Mr. Jenkins, of the Australian Chamber in London, advocated preference.

An amendment moved by Mr. Pender (St. John, New Brunswick) that preference should only apply to goods carried in British ships between British ports, was negatived.

The amendment moved yesterday by Mr. Cornish (Leith), for the appointment of Commissioners, who should each first inquire into the question as it affected his particular part of the Empire, and who thereafter should confer jointly and report with a view to legislation by the various Governments on the principle advocated in the resolution, was negatived.

The original resolution, with the addition of the London Chamber of Commerce, was carried on individual voting, by 81 votes to 31. On voting by chambers, the resolution was passed with 60 for, 8 against, and 11 neutral.

Mr. W. F. Cockshutt (Toronto) seconded the resolution yesterday, not Mr. Harry Cockshutt (Bramford).

IMPERIAL DEFENCE.

In the further course of the proceedings, Mr. Wainford Davis, on behalf of the London Chamber of Commerce, moved Resolutions 5 and 7 as one motion.

Resolution 5, which was proposed by the London Chamber of Commerce, is to the effect that the Congress, desiring to record in its proceedings the valuable assistance voluntarily proffered by the Colonies in recent discussions relating to the naval supremacy of the Empire, hopes that either before or at the next Imperial Conference some practical scheme for co-operation between the Mother Country and the Dominions beyond the Seas for the defence of the Empire, its commerce, and trade routes may be achieved.

Resolution 7, proposed by the Toronto Board of Trade, affirms the principle that it is the duty of the self-governing Colonies to participate in the cost of the defence of the Empire.

Mr. Ames (Montreal) seconded.

Mr. Berry (Melbourne) proposed that there should be added to the motion a provision that the naval expenditure of the Mother Country should be borne by her and her Colonies in proportion to the export trade and shipping owned by each.

Mr. Harp (Newcastle) seconded the amendment.

Mr. Cormack (Edinburgh) supported the resolution.

Mr. Cunningham (Dunfermline), Mr. Kaye (Christchurch), and Mr. W. F. Cockshutt (Toronto) supported the motion, which was carried, the amendment being negatived.

Mr. Peate (Leeds) moved Resolution 6, proposed by the Leeds Chamber, affirming the necessity of a course of training for the youth of the Empire in disciplines and arms as without which the Empire would be without industrial employment.

Mr. Peate said that it was the only method by which conscription could be avoided.

Mr. Carr (Dundee) seconded the motion, which Mr. Hatheway (St. John, Canada) said he was unable to support.

The motion was ultimately carried.

PARCELS POST RATES.

Mr. Sparrow (London) moved Resolution 12 of the London Chamber of Commerce—

"That in view of the important role which parcels play in fostering trade between manufacturing and consuming countries, and especially of that between the Mother Country and the Colonies, it is desirable that postal rates on parcels, within the Empire, be reduced to the lowest possible level, on a similar basis to that recently adopted between Great Britain and New Zealand."

The resolution was carried.

Mr. Chadwick (Kilminster) moved Resolution 14 of the Kidderminster Chamber, as follows—

"That this Congress glows with much concern the tendency on the part of certain Colonies to place restrictions upon possible trade with the Mother Country and remaining Colonies by enacting laws to impose a tax upon travellers offering British-made goods in such Colonies."

This Congress resolves that a petition be addressed to his Majesty's principal Secretary of State for the Colonies and to the Premier of each self-governing British Colony, asking that such tax should be abolished in favour of traders."

Mr. Wheway (Wales) seconded, while Mr. Anderson (Cape Town) argued that it was unfair to give overseas travellers privileges denied to local people. He suggested that this motion be withdrawn.

The motion was carried subject to modification, and the Congress then adjourned.

CORNISHMAN'S FORTUNE.

ROMANTIC REQUEST TO AMERICAN SHOP ASSISTANT.

It is written: "Be not forgetful to entertain strangers, for thereby some have entertained angels unawares." A reminder of this in junction has come to Mrs. Bromer, a shop assistant of Lawrence, Massachusetts, who, it is announced, has been left over £100,000 by a Mr. Robert Ribbeck, of Bonanza, Cornwall. She explains that formerly, when she was Miss Ethel Jennings, she lived with her mother at Hamilton, the capital of the Bermudas, and there they knew Mr. Ribbeck, and were able to make his stay in the town more agreeable. This was long ago, and she had forgotten the incident until she received news of his bequest.

WEATHER REPORT.

On the 12th at 11.55 a.m.—The barometer has risen over China except on the E. coast where a fall has occurred; a shallow depression has advanced from the Westward to the mouth of the Yangtze.

A second depression is moving eastwards to the North of Japan.

Pressure has increased over the Philippines and Indo-China. It is now highest over N.W. China.

Light variable to moderate N.E. winds may be expected in the Formosa Channel and moderate E. and N.E. winds over the N. part of the China Sea.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.03 inches.

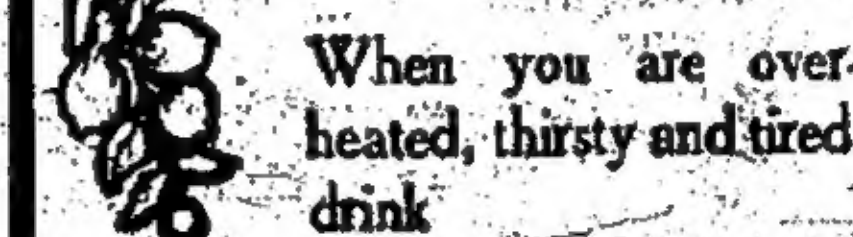
The forecast for the 24 hours ending at noon to-day is as follows:—

Hongkong & Neighbourhood: E. to N.E. winds, light or moderate; fine. Variable to N.E. winds; light to moderate.

Formosa Channel: Same as No. 1.

South coast of China between Hongkong and Loochoo: Same as No. 1.

South coast of China between Hongkong and Hainan: Same as No. 1.



When you are over-heated, thirsty and tired, drink

Montserrat Lime Juice.

It keeps the blood in a cool and healthy condition, and is a most delicious thirst quencher. Good for the bairns.

Made in two kinds—
Unsweated, i.e., Plain Lime Juice.
Sweetened, i.e., Lime Juice Cordial.

Agents—A. C. Watson & Co., Ltd., Hong Kong, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 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899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999, 1001, 1003, 1005, 1007, 1009, 1011, 1013, 1015, 1017, 1019, 1021, 1023, 1025, 1027, 1029, 1031, 1033, 1035, 1037, 1039, 1041, 1043, 1045, 1047, 1049, 1051, 1053, 1055, 1057, 1059, 1061, 1063, 1065, 1067, 1069, 1071, 1073, 1075, 1077, 1079, 1081, 1083, 1085, 1087, 1089, 1091, 1093, 1095, 1097, 1099, 1101, 1103, 1105, 1107, 1109, 1111, 1113, 1115, 1117, 1119, 1121, 1123, 1125, 1127, 1129, 1131, 1133, 1135, 1137, 1139, 1141, 1143, 1145, 1147, 1149, 1151, 1153, 1155, 1157, 1159, 1161, 1163, 1165, 1167, 1169, 1171, 1173, 1175, 1177, 1179, 1181, 1183, 1185, 1187, 1189, 1191, 1193, 1195, 1197, 1199, 1201, 1203, 1205, 1207, 1209, 1211, 1213, 1215, 1217, 1219, 1221, 1223, 1225, 1227, 1229, 1231, 1233, 1235, 1237, 1239, 1241, 1243, 1245, 1247, 1249, 1251, 1253, 1255, 1257, 1259, 1261, 1263, 1265, 1267, 1269, 1271, 1273, 1275, 1277, 1279, 1281, 1283, 1285, 1287, 1289, 1291, 1293, 1295, 1297, 1299, 1301, 1303, 1305, 1307, 1309, 1311, 1313, 1315, 1317, 1319, 1321, 1323, 1325, 1327, 1329, 1331, 1333, 1335, 1337, 1339, 1341, 1343, 1345, 1347, 1349, 1351, 1353, 1355, 1357, 1359, 1361, 1363, 1365, 1367, 1369, 1371, 1373, 1375, 1377, 1379, 1381, 1383, 1385, 1387, 1389, 1391, 1393, 1395, 1397, 1399, 1401, 1403, 1405, 1407, 1409, 1411, 1413, 1415, 1417, 1419, 1421, 1423, 1425, 1427, 1429, 1431, 1433, 1435, 1437, 1439, 1441, 1443, 1445, 1447, 1449, 1451, 1453, 1455, 1457, 1459, 1461, 1463, 1465, 1467, 1469, 1471, 1473, 1475, 1477, 1479, 1481, 1483, 1485, 1487, 1489, 1491, 1493, 1495, 1497, 1499, 1501, 1503, 1505, 1507, 1509, 1511, 1513, 1515, 1517, 1519, 1521, 1523, 1525, 1527, 1529, 1531, 1533, 1535, 1537, 1539, 1541, 1543, 1545, 1547, 1549, 1551, 1553, 1555, 1557, 1559, 1561, 1563, 1565, 1567, 1569, 1571, 1573, 1575, 1577, 1579, 1581, 1583, 1585, 1587, 1589, 1591, 1593, 1595, 1597, 1599, 1601, 1603, 1605, 1607, 1609, 1611, 1613, 1615, 1617, 1619, 1621, 1623, 1625, 1627, 1629, 1631, 1633, 1635, 1637, 1639, 1641, 1643, 1645, 1647, 1649, 1651, 1653, 1655, 1657, 1659, 1661, 1663, 1665, 1667, 1669, 1671, 1673, 1675, 1677, 1679, 1681, 1683, 1685, 1687, 1689, 1691, 1693, 1695, 1697, 1699, 1701, 1703, 1705, 1707, 1709, 1711, 1713, 1715, 1717, 1719, 1721, 1723, 1725, 1727, 1729, 1731, 1733, 1735, 1737, 1739, 1741, 1743, 1745, 1747, 1749, 1751, 1753, 1755, 1757, 1759, 1761, 1763, 1765, 1767, 1769, 1771, 1773, 1775, 1777, 1779, 1781, 1783, 1785, 1787, 1789, 1791, 1793, 1795, 1797, 1799, 1801, 1803, 1805, 1807, 1809, 1811, 1813, 1815, 1817, 1819, 1821, 1823, 1825, 1827, 1829, 1831, 1833, 1835, 1837, 1839, 1841, 1843, 1845, 1847, 1849, 1851, 1853, 1855, 1857, 1859, 1861, 1863, 1865, 1867, 1869, 1871, 1873, 1875, 1877, 1879, 1881, 1883, 1885, 1887, 1889, 1891, 1893, 1895, 1897, 1899, 1901, 1903, 1905, 1907, 1909, 1911, 1913, 1915, 1917, 1919, 1921, 1923, 1925, 1927, 1929, 1931, 1933, 1935, 1937, 1939, 1941, 1943, 1945, 1947, 1949, 1951, 1953, 1955, 1957, 1959, 1961, 1963, 1965, 1967, 1969, 1971, 1973, 1975, 1977, 1979, 1981, 1983, 1985, 1987, 1989, 1991, 1993, 1995, 1997, 1999, 2001, 2003, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2019, 2021, 2023, 2025, 2027, 2029, 2031, 2033, 2035, 2037, 2039, 2041, 2043, 2045, 2047, 2049, 2051, 2053, 2055, 2057, 2059, 2061, 2063, 2065, 2067, 2069, 2071, 2073, 2075, 2077, 2079, 2081, 2083, 2085, 2087, 2089, 2091, 2093, 2095, 2097, 2099, 2101, 2103, 2105, 2107, 2109, 2111, 2113, 2115, 2117, 2119, 2121, 2123, 2125, 2127, 2129, 2131, 2133, 2135, 2137, 2139, 2141, 2143, 2145, 2147, 2149, 2151, 2153, 2155, 2157, 2159, 2161, 2163, 2165, 2167, 2169, 2171, 2173, 2175, 2177, 2179, 2181, 2183, 2185, 2187, 2189, 2191, 2193, 2195, 2197, 2199, 2201, 2203, 2205, 2207, 2209, 2211, 2213, 2215, 2217, 2219, 2221, 2223, 2225, 2227, 2229, 2231, 2233, 2235, 2237, 2239, 2241, 2243, 2245, 2247, 2249, 2251, 2253, 2255, 2257, 2259, 2261, 2263, 2265, 2267, 2269, 2271, 2273, 2275, 2277, 2279, 2281, 2283, 2285, 2287, 2289, 2291, 2293, 2295, 2297, 2299, 2301, 2303, 2305, 2307, 2309, 2311, 2313, 2315, 2317, 2319, 2321, 2323, 2325, 2327, 2329, 2331, 2333, 2335, 2337, 2339, 2341, 2343, 2345, 2347, 2349, 2351, 2353, 2355, 2357, 2359, 2361, 2363, 2365, 2367, 2369, 2371, 2373, 2375, 2377, 2379, 2381, 2383, 2385, 2387, 2389, 2391, 2393, 2395, 2397, 2399, 2401, 2403, 2405, 2407, 2409, 2411, 2413, 2415, 2417, 2419, 2421, 2423, 2425, 2427, 2429, 2431, 2433, 2435, 2437, 2439, 2441, 2443, 2445, 2447, 2449,

SHIPPING.

ARRIVALS.

BORNEO, German str., 1,344, F. Lambill, 12th Oct.—Sundakan 6th October, General and Timber—Melchers & Co.
 CARL DIETRICHSEN, German str., 774, J. Kayser, 12th Oct.—Haiphong via Hoihow 11th Oct., Coal and General—Jensen & Co.
 HAINAN, British str., 656, J. W. Evans, 12th Oct.—Singapore 11th October, General—Douglas, Lapraik & Co.
 HALVARD, Norwegian str., 1,066, Andersen, 11th October—Hoihow 9th October, Rice—Order.
 HANGSANG, British str., 12th Oct.—Canton.
 LARRETS, British str., 1,340, H. C. D. Framp-ton, 12th Oct.—Saigon 7th Oct., General—W. Fat Sing.
 OCEANO, British str., 3,050, F. W. Davies, 12th Oct.—Manila 10th October, General—Doddwell & Co.
 RAJAHI, German str., 1,189, F. Heyenga, 12th Oct.—Bangkok 2nd and Swatow 11th Oct., Rice & Wood—Butterfield & Swire.
 TUKIN, Dutch str., 2,888, Koops, 12th Oct.—Swatow 11th Oct., General—Java-China-Japan Line.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
 12th October.
 Acaia, German str., for Shanghai.
 Eastern, British str., for Australian ports.
 Fukuy, Japanese str., for Moji.
 Gledogan, British str., for Shanghai.
 Hainan, British str., for Swatow.
 Kanegawa, Japanese str., for Singapore.
 Marfoo, Chinese str., for Shanghai.

DEPARTURES.

12th October.
 Aki Maru, Japanese str., for Shanghai.
 GATHAY, Danish str., for Singapore.
 CHENORRIB, British str., for Canton.
 CHINRUA, British str., for Canton.
 DARDANUS, Norwegian str., for Hoihow.
 HAIVANG, British str., for Swatow.
 HYNAS, British str., for Shanghai.
 KJELD, Norwegian str., for Newchwang.
 KWANGLO, Chinese str., for Canton.
 KWELIN, British str., for Chinkiang.
 LIGHTNING, British str., for Singapore.
 MAUSANG, British str., for Sandakan.
 MICHAEL JENSEN, German str., for Haiphong.
 NASCHANG, British str., for Newchwang.
 OCEANIAN, French str., for Europe, &c.
 TRAF, British str., for Manila.
 VINE BRANCH, British str., for Kobe.
 WUBU, British str., for Canton.
 YETOROSU MARU, Japanese str., for Bombay.

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA

(For and Relating United Companies.)

STEAM FOR BOMBAY

VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to Port Said, Messina, Naples, Leghorn and Genoa, also Venice and Trieste, all Mediterranean, Adriatic, Levantine and South American Ports up to Callao. Carrying cargo at through rates to Persian Gulf and Bagdad, also Barcelona, Valencia, Alicante, Almeria and Malaga.

THE Steamship

"ISCHIA," Captain Belato, will be despatched as above on FRIDAY, the 15th inst., at Noon.

For further particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 1st October, 1909. [4]

REGULAR STEAMSHIP SERVICE

(WITH LIBERTY TO CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

"ATHOLL" ... About 16th Oct.

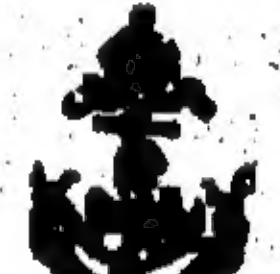
FOR NEW YORK.

"GAZZE" ... About 13th Nov.

For Freight and further information, apply to

DODWELL & Co., Ltd., Agents.

Hongkong, 8th October, 1909. [1129-1253]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship

"CHINA," Capt. Berggalian, will leave for the above places on MONDAY, the 18th inst.

This steamer has capital accommodation for passengers, electric light, carries a doctor and stowaways.

For Freight or Passage, apply to

SANDER, WIELER & Co., Agents.

Hongkong, 12th October, 1909. [3]

STEAM TO

LONDON AND ANTWERP.

VIA SINGAPORE, PENANG, COLOMBO PORT SAID AND MARSEILLES.

THE Peninsular and Oriental Steam Navigation Company's Steamship

"CEYLON," Captain F. N. Ryves, R.N.R., will leave for the above places on or about 20th October.

SALOON FARE, £38.10, including Surtax.

For Freight and Passage, apply to

E. A. HEWETT, Superintendent.

Hongkong, 5th October, 1909. [1279]

"SHIRE" LINE OF STEAMERS, LTD.

FOR MARSEILLES, LONDON AND HULL.

THE Steamship

"GLANORGANSHIRE," Captain H. C. Morris, will be despatched as above on or about 23rd October.

For Freight apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 5th October, 1909. [1280]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "1," nearest Hongkong "2," midway between Hongkong and Kowloon "3," and those vessels berthed at the Kowloon Wharf "4," together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	HIMALAYA	Brit. str.	—	L. E. S. Spicer, R.N.R.	P. & O. S. N. Co.	On 16th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	CUTLON	Brit. str.	—	F. N. Rivers, R.N.R.	P. & O. S. N. Co.	About 20th inst.
ANTWERP & HAMBURG VIA STRAITS, &c.	MONMOUTHSHIRE	Brit. str.	—	G. E. Warner	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
HAYRE & HAMBURG VIA STRAITS, &c.	LIPERIA	Ger. str.	k. w.	Knaul	HAMBURG-AMERICA LINE	On 1st Nov.
HAYRE & HAMBURG VIA STRAITS, &c.	NICOMEDIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 15th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	AMERICA	Ger. str.	k. w.	Deinat	HAMBURG-AMERICA LINE	On 16th inst.
HAYRE & HAMBURG VIA STRAITS, &c.	BERGAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERICA LINE	On 6th Nov.
HAYRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	k. w.	Hoef	HAMBURG-AMERICA LINE	On 15th Nov.
MARSEILLES, &c., VIA PORTS OF CALL	SYDNEY	Fre. str.	—	Coca	MESSAGERIES MARITIMES	On 26th inst. at 1 P.M.
GENOA, MARSEILLES, LONDON & ANTWERP, &c.	CHAMOROGANSHIRE	Brit. str.	—	H. C. Morris	JARDINE, MATHESON & Co., Ltd.	About 23rd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	J. Dring	NIPPON YUSEN KAISHA	On 27th inst., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	T. Harrison	MELCHERS & Co.	About 20th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	T. Muri	NIPPON YUSEN KAISHA	On 20th inst., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	C. Dewers	MELCHERS & Co.	About 25th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	B. Cobol	SANDER, WIELER & Co.	On 30th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	Turnbull	ARNOLD, KARBURG & Co.	About 13th Nov.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	Lorenzen	DODWELL & Co., Ltd.	About 16th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	2 m.	F. W. Davies	CANADIAN PACIFIC R. Co.	About 22nd inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	M. Hagino	DODWELL & Co., Ltd.	On 16th inst., at 6 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	1 m.	K. Kawara	CANADIAN PACIFIC R. Co.	On 21st inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	E. R. Hutchinson	CANADIAN PACIFIC R. Co.	On 21st Nov., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 9th Nov., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	H. Raegener	NIPPON YUSEN KAISHA	On 7th Dec., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	M. Yagi	OSAKA SHOSHIN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	1 m.	G. W. Jolly	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	H. Raegener	MELCHERS & Co.	On 5th Nov., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
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MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	ITO MARU	Jap. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	MIYASAKI MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	LUETZOW	Ger. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AUSTRIA	Aus. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	CHAMOROGANSHIRE	Brit. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HAKATA MARU	Jap. str.	—	H. Raegener	MELCHERS & Co.	On 26th inst., at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TEANQUEBAR	Dan. str.	—	G. C. Harry	BUTTERFIELD & SWIRE	On

PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELHI	About 15th Oct.	Freight and Passage.
LONDON VIA USUAL PORTS	HIMALAYA	Neon, 16th Oct.	See Special of Call.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	CEYLON	About 20th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBÉ, NAMUR and YOKOHAMA	Capt. H. W. Kearick, R.N.R.	About 23rd Oct.	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 11th October, 1909.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
SWATOW, AMOY and SHANGHAI	"HANYANG"	On 13th Oct., 2 P.M.
SHANGHAI	"CHINHUA"	On 14th Oct., 4 P.M.
SHANGHAI	"CHENAN"	On 17th Oct., 4 P.M.
TIENSIN	"HUICHOW"	On 18th Oct., 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 18th Oct., 4 P.M.
MANILA, ZAMBOANGA, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"CHANGSHA"	On 5th Nov., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANDU".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS "ANHU" and "CHENAN" "CHINHUA" and "LINTAN" with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—These Steamers Land Passengers in Shanghai avoiding the inconvenience of transhipment at Woosung.
FARE, INCLUDING WINES, 245 SINGLE and 380 RETURN.

For Freight or Passage apply to—
HONGKONG, 13th October, 1909.

BUTTERFIELD & SWIRE,
AGENTS.

INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI VIA SWATOW	"HANGSANG"	Wed. day, 13th Oct., Noon.
TIENSIN VIA TSINGTAU, WEI, HAIWEI & CHEFOO	"CHEONGSHING"	Thursday, 14th Oct., 4 P.M.
MANILA	"LOONGSANG"	Friday, 15th Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"NAMSANG"	Saturday, 16th Oct., 1 P.M.
SHANGHAI	"KWONGSANG"	Sunday, 17th Oct., 1 P.M.
MANILA	"YUENSANG"	Friday, 22nd Oct., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"LAISANG"	Tuesday, 23rd Oct., 2 P.M.
SHANGHAI, YOKOHAMA, KOBÉ and MOJI	"FOOKSANG"	Friday, 5th Nov., 3 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchwang.

Telephone No. 61.

For Freight or Passage, apply to
HONGKONG, 13th October, 1909.

JARDINE, MATHESON & Co., LTD.,
GENERAL MANAGERS.

DOUGLAS STEAMSHIP CO., LIMITED.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST CLASS—FASTEST AND MOST LUXURIOUS STEAMERS ON THE COAST HAVING SPLENDID ACCOMMODATION FOR FIRST-CLASS PASSENGERS. ELECTRIC LIGHT AND FIRST-CLASS CUISINE.

STEAMERS	FOR	LEAVING
"HAIMUN"	SWATOW	WED. DAY, 13th Oct., at 10 A.M.
"HAICHING"	SWATOW, AMOY and FOOCHOW.	FRIDAY, 15th Oct., at 10 A.M.
"HATTAN"	SWATOW, AMOY and FOOCHOW.	TUESDAY, 19th Oct., at 10 A.M.

FOR THE CONVENIENCE OF PASSENGERS, STEAMERS WILL ARRIVE AT, AND DEPART FROM, THE COMPANY'S WHARF (NEAR BLAKE PIER).

For Freight and Passage apply to—

DOUGLAS, LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 13th October, 1909.

EAST ASIATIC CO., LD.

COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAI.

RUSSIAN EAST ASIATIC CO., LD.,

ST. PETERSBURG & VLADIVOSTOK.

SWEDISH EAST ASIATIC CO., LD.

GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING.
SHANGHAI, YOKOHAMA and KOBÉ	"PEKING"	About 12th October.
MARSEILLES, HAVRE, COPENHAGEN and BALTIC PORTS	"TRANQUEBAR"	Middle of November.

For Further Particulars apply to

MELCHERS & CO.,
AGENTS.

Hongkong, 27th September, 1909.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE.
RUBI	2540	R. W. Almond	Manila	On 16th Oct., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 23rd Oct., Noon.

For Freight or Passage apply to

HONGKONG, 11th October, 1909.

SHEWAN, TOMES & Co.,
General Managers.

HAMBURG-AMERIKA LINIE

HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, KOBÉ and YOKOHAMA	FOR HAVRE & HAMBURG
S.S. SILESIA	S.S. NIJOMEDIA
S.S. BRISGAVIA	S.S. NIJOMEDIA
S.S. SUEVIA	S.S. AMBRIA
S.S. SENEGAMBIA	S.S. AMBRIA
S.S. SITHONIA	S.S. LIBERIA
S.S. SCANDIA	S.S. LIBERIA
S.S. BRASLIA	S.S. BELGRAVIA
S.S. REGOVIA	S.S. BELGRAVIA
	S.S. SILESIA

Further Particulars, apply to—

HONGKONG, 13th October, 1909.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBÉ, YOKOHAMA, HONOLULU, MANZANILLO and SALINA CRUZ (Mexico).

S.S. HONGKONG MARU	6000 tons gross	Sail Oct. 26th, at Noon.
S.S. MANSU MARU	5000 "	Dec. 10th, at Noon.
S.S. AMERICA MARU	6000 "	Febr. 5th, 1910, at Noon.

For particulars apply to

K. MATSUDA, Manager.
HONGKONG, 16th September, 1909.TOYO KISEN KAISHA, Yok Building,
[462]

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	HAKATA MARU, Capt. J. Dring.	6,500	WED. DAY, 27th Oct., at Daylight.
VICTORIA, B.C. and SEATTLE, via SHANGHAI, MOJI, KOBÉ, YOKOHAMA, and YOKOHAMA	IYO MARU, Capt. T. Harrison.	6,500	WED. DAY, 10th Nov., at Daylight.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and REISBANE	KAGA MARU, Capt. M. Hagino.	8,000	TUESDAY, 9th Nov., at Noon.
SEAHAM, MOJI and KOBÉ	SHINANO MARU, Capt. K. Kawa.	6,500	TUESDAY, 7th Dec., at Noon.
KOBÉ and YOKOHAMA	YAWATA MARU, Capt. T. Sekine.	5,000	FRIDAY, 29th Oct., at Noon.
MOJI, KOBÉ and YOKOHAMA	NIKKO MARU, Capt. M. Yagi.	6,000	FRIDAY, 26th Nov., at Noon.
BOMBAY via SINGAPORE and COLOMBO	BOMBAY MARU, Capt. W. A. Evans.	4,500	FRIDAY, 15th Oct., at 5 P.M.
KOBÉ and YOKOHAMA	SADO MARU, Capt. G. C. Hurray.	6,500	FRIDAY, 15th Oct., at 5 P.M.
	HIRANO MARU, Capt. H. Fraser.	9,000	SATURDAY, 23rd Oct., at Noon.
	CEYLON MARU, Capt. Fred. Payne.	6,000	MONDAY, 24th Oct., at Noon.
	NIKKO MARU, Capt. M. Yagi.	6,000	TUESDAY, 26th Oct., at Noon.

† Fitted with New System of Wireless Telegraphy.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

EXTRA PASSENGER SERVICE NEW STEAMERS—

EUROPEAN LINE.

FOR GENOA, MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID.

THE CO.'S NEWLY BUILT 9,000 TON PASSENGER STEAMERS WILL BE DESPATCHED FROM HONGKONG AS FOLLOWS:

MIYASAKI MARU	(Capt. T. MORAI)	About Wed. 20th Oct.
KITANO MARU	(Capt. F. E. COPE)	About Wed. 17th Nov.
HIRANO MARU	(Capt. H. FRASER)	About Wed. 15th Dec.
KAMO MARU	(Capt. F. L. SOMMER)	About Wed. 12th Jan.

CHEAPEST PASSAGE RATES TO EUROPE AND AROUND THE WORLD.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

HONGKONG, 24th September, 1909.

T. KUSUMOTO,
MANAGER.

THOS. COOK & SON,

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

CHINESE OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TICKETS TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910.

Head Office for the Far East:—
16, DES VEUUX ROAD, HONGKONG.

Japan Office:
24, WATER STREET, YOKOHAMA.

7591

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJIPANAS	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJIKINI	JAPAN	First half of Oct.	JAVA	First half of Oct.
TJILATJAP	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
TJILLIOWONG	JAVA	Second half of Oct.	JAPAN	Second half of Oct.
TJIBODAS	JAPAN	First half of Nov.	JAVA	First half of Nov.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 5th October, 1909.

Telephone No. 375.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY.

AND THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago. Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
TACOMA VIA SHANGHAI, MOJI, KOBÉ, SHIMIDZU and YOKOHAMA	"FITZPATRICK"	4,416	SATURDAY, 6th Nov., at Noon.

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING VIA SWATOW, & AMOY	"SOSHU MARU" Capt. K. SUGI	FRIDAY, 15th Oct., at 10 A.M.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"BUJUN MARU" Capt. Y. FUSENO	SUNDAY, 17th Oct., at 10 A.M.
TAMSUI VIA SWATOW, & AMOY	"DAIJIN MARU" Capt. Y. KUBURAKI	TUESDAY, 19th Oct., at 10 A.M.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHU MARU" and "BUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

877]

T. ARIMA,
MANAGER.

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1910.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO	Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer "Tons"	1 P.M. SATURDAY	Steamer "Tons"	SATURDAY	FRIDAY
ARCADIA 7000	February 5	MANTUA 11000	March 5	March 11
ASSAYE 7500	February 19	CHINA 8000	March 19	March 25
DELTA 8000	March 5	MAIWA 11000	April 2	April 8
MACEDONIA 10500	March 19	(Through Steamer calling at Bombay)	April 16	April 22
DEVANHA 8000	April 2	MONGOLIA 10500	April 30	May 6
ASSAYE 7500	April 16	MARMORA 10500	May 14	May 20
DELTA 8000	April 30	MOREA 11000	May 28	June 3
DELHI 8000	May 14	MOOLTAN 10000	June 12	June 18

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1st SALOON £71.10 SINGLE. £106.14 RETURN.

2nd " £48.8 " £72.12

In addition to the above Mail Steamers the following INTERMEDIATE (Non-Transshipment) STEAMERS

WILL LEAVE FOR

LONDON.

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave HONGKONG	Due LONDON
• SYRIA	January	about 26 March
• SUMATRA	February	9 March
• NYANZA	February	23 April
• SUNDA	March	23 May
• MALTA	April	20 June
• SARDINIA	May	4 June
• NORE	May	18 July

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON (Including Surtax):

1st SALOON £55.0 SINGLE. £82.10 RETURN.

2nd " £38.10 " £57.4

• Carry 1st and 2nd Saloon Passengers.

For Further Particulars, apply to—

1076]

E. A. HEWETT,
SUPERINTENDENT.

